APPENDIX

A

TURNING MOVEMENT COUNT SUMMARIES – EXISTING TRAFFIC SITUATION

Board of Zoning Adjustment
District of Columbia
CASE NO. 17029
EXHIBIT NO. 26A2

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham MD 20706
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: orgassoc@aol.com

May 27, 2003

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Transportation Policy and Planning Administration
District of Columbia Department of Transportation
2000 14th Street, N.W., 7th Floor
Washington D.C. 20009

Re: Columbia Heights Station, Board of Zoning Adjustment
Application No. 17029, Northwest, Washington, D.C.

Dear Mr. Bah:

Further to our meeting on May 23, 2003, we hereby confirm that we have been retained by the Applicant, Donatelli & Klein, Inc./Columbia Heights Ventures, to prepare a traffic impact study in support of the referenced application. The purpose of this letter is to confirm the project background discussed, and the study parameters agreed upon.

As background, we note that the subject application proposes the development of a mixed-use residential/retail complex on a 1.7 acre site located within the southwest quadrant of the 14th Street/Irving Street intersection, in the Columbia Heights area of Northwest Washington, D.C. The site is split-zoned C-3-A and R-5-B; and will be developed with 235 apartment units and 20,394 square feet of retail space, supported by 278 below-grade parking spaces. Vehicular access to the proposed garage would be provided exclusively off 14th Street, south of Irving Street. A service entranceway would be provided off Irving Street along the western property line.

Based on the above considerations, it was agreed that the study area roadway network should be defined by the following three (3) intersections:

1) 14th Street @ Irving Street, N.W.;
2) 14th Street @ Kenyon Place/Park Road, N.W.; and
3) 15th /16th Street @ Irving Street, N.W.

Consideration of traffic growth trends and background developments will be used in projecting future traffic conditions, in accordance with your Department's usual requirements. Furthermore, we will be considering the information you provided regarding the on-going Columbia Heights/Mount Pleasant Transportation Study by Cambridge Systematics. We understand that the purpose of the study is to examine the overall transportation infrastructure and parking needs of the area, in view of the on-going re-vitalization activities.

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Please let me know if you have any comments in response to the above, or information that could be useful to our study. Thanks for your usual cooperation and assistance in this matter.

Sincerely,
O. R. GEORGE & ASSOCIATES, INC.

Osborne R. George
President

ORG/sk

cc: Callistus Nwadike, DDOT
Larry Clark, Vice President (Donatelli & Klein, Inc.)
Norman M. Glasgow, Jr., Esquire, (Holland & Knight, LLP)
Christine M. Shiker, Esquire, (Holland & Knight, LLP)

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Counted by:ORGA-AL
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 14THAN~1
Site Code : 12341908
Start Date : 03/05/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

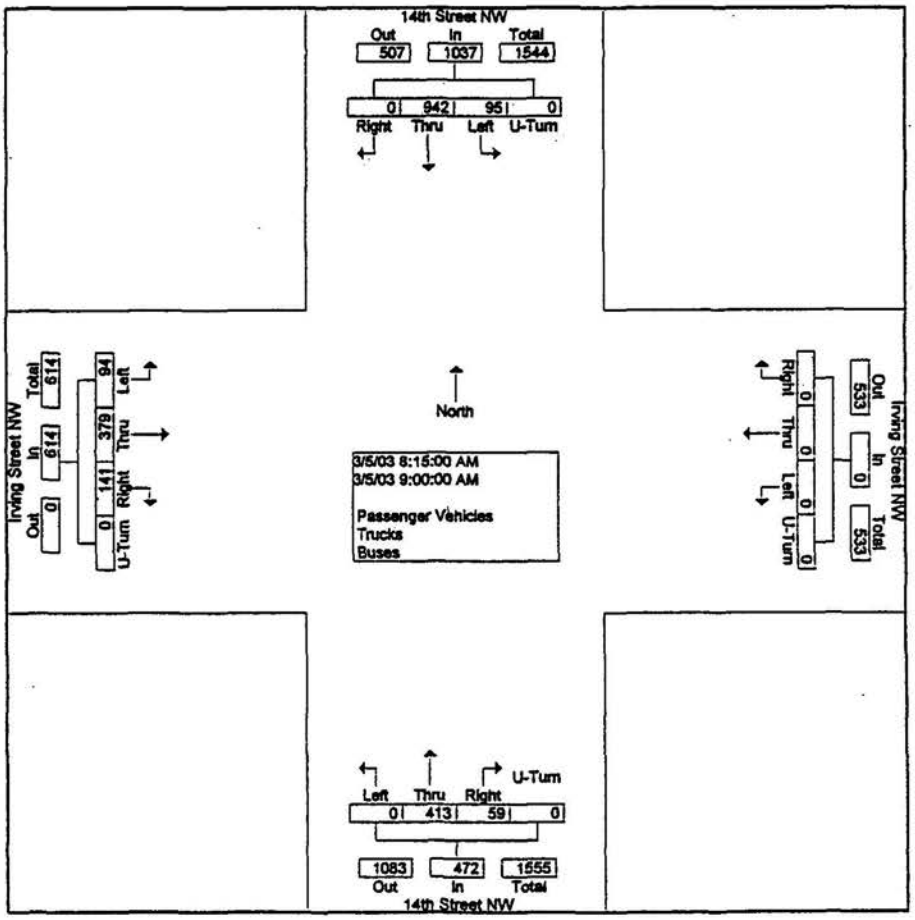
	14th Street NW From North					14th Street NW From South					Irving Street NW From East					Irving Street NW From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:15 AM	0	139	12	0	151	9	89	0	0	98	0	0	0	0	0	24	70	5	0	99	348
07:30 AM	0	130	20	0	150	7	94	0	0	101	0	0	0	0	0	24	68	7	0	99	350
07:45 AM	0	155	18	0	173	9	106	0	0	115	0	0	0	0	0	24	97	18	0	139	427
08:00 AM	0	183	21	0	204	7	110	0	0	117	0	0	0	0	0	20	105	26	0	151	472
Total	0	607	71	0	678	32	399	0	0	431	0	0	0	0	0	92	340	56	0	488	1597
08:15 AM	0	215	26	0	241	13	86	0	0	99	0	0	0	0	0	34	95	23	0	152	492
08:30 AM	0	249	21	0	270	20	97	0	0	117	0	0	0	0	0	31	89	32	0	152	539
08:45 AM	0	250	24	0	274	12	122	0	0	134	0	0	0	0	0	35	89	24	0	148	556
09:00 AM	0	228	24	0	252	14	108	0	0	122	0	0	0	0	0	41	106	15	0	162	536
Total	0	942	95	0	1037	59	413	0	0	472	0	0	0	0	0	141	379	94	0	614	2123
04:15 PM	0	135	23	0	158	13	188	0	0	201	0	0	0	0	0	38	91	37	0	166	525
04:30 PM	0	130	16	0	146	16	165	0	0	181	0	0	0	0	0	54	105	28	0	187	514
04:45 PM	0	107	19	0	126	19	171	0	0	190	0	0	0	0	0	39	95	50	0	184	500
05:00 PM	0	113	17	0	130	21	183	0	0	204	0	0	0	0	0	42	92	36	0	170	504
Total	0	485	75	0	560	69	707	0	0	776	0	0	0	0	0	173	383	151	0	707	2043
05:15 PM	0	144	21	0	165	19	171	0	0	190	0	0	0	0	0	54	96	38	0	188	543
05:30 PM	0	113	22	0	135	20	179	0	0	199	0	0	0	0	0	60	107	65	0	232	566
05:45 PM	0	145	24	0	169	27	208	0	0	235	0	0	0	0	0	50	118	62	0	230	634
06:00 PM	0	97	29	0	126	18	208	0	0	226	0	0	0	0	0	58	96	45	0	199	551
Total	0	499	96	0	595	84	766	0	0	850	0	0	0	0	0	222	417	210	0	849	2294
06:15 PM	0	133	24	0	157	18	195	0	0	213	0	0	0	0	0	48	118	47	0	213	583
06:30 PM	0	86	27	0	113	16	180	0	0	196	0	0	0	0	0	44	109	31	0	184	493
Grand Total	0	2752	388	0	3140	278	2660	0	0	2938	0	0	0	0	0	720	1746	589	0	3055	9133
Apprch %	0.0	87.6	12.4	0.0		9.5	90.5	0.0	0.0		0.0	0.0	0.0	0.0		23.6	57.2	19.3	0.0		
Total %	0.0	30.1	4.2	0.0	34.4	3.0	29.1	0.0	0.0	32.2	0.0	0.0	0.0	0.0	0.0	7.9	19.1	6.4	0.0	33.5	

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Counted by:ORGA-AL
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 14THAN~1
Site Code : 12341908
Start Date : 03/05/2003
Page No : 2

	14th Street NW From North					14th Street NW From South					Irving Street NW From East					Irving Street NW From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	0	942	95	0	1037	59	413	0	0	472	0	0	0	0	0	141	379	94	0	614	2123
Percent	0.0	90.8	9.2	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		23.0	61.7	15.3	0.0		
08:45 Volume	0	250	24	0	274	12	122	0	0	134	0	0	0	0	0	35	89	24	0	148	556
Peak Factor																					0.955
High Int. 08:45 AM						08:45 AM					7:00:00 AM					09:00 AM					
Volume	0	250	24	0	274	12	122	0	0	134	0	0	0	0	0	41	106	15	0	162	
Peak Factor					0.946					0.881										0.948	



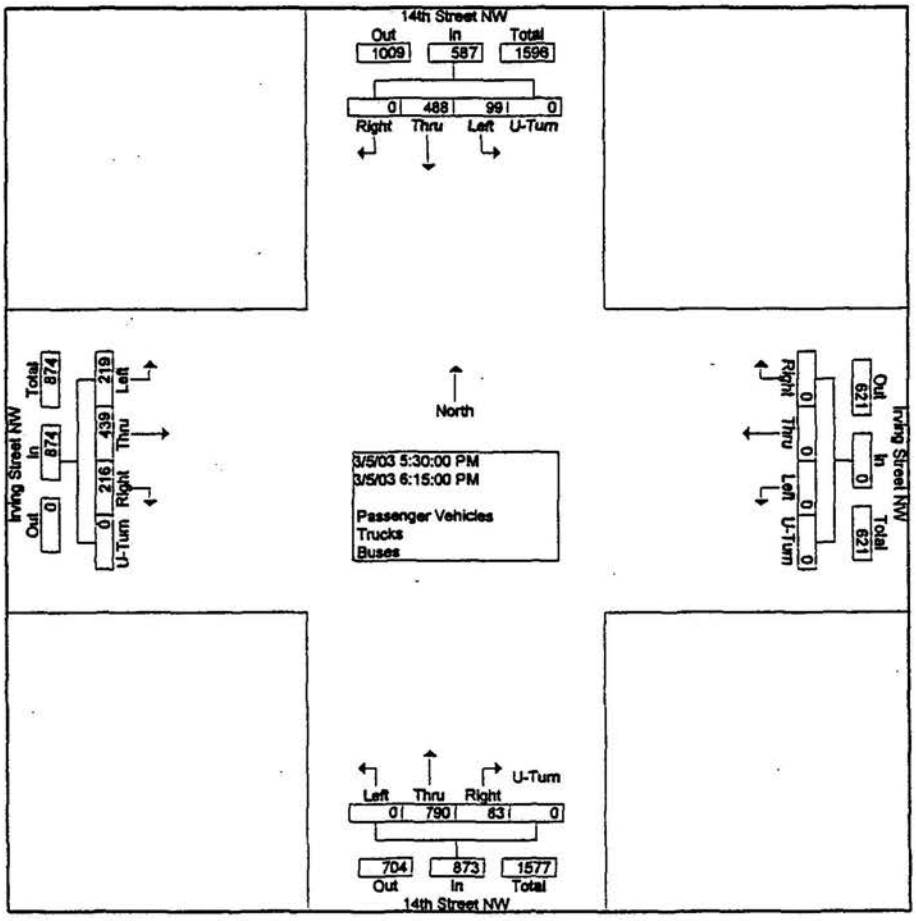
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File Name : 14THAN~1
Site Code : 12341908
Start Date : 03/05/2003
Page No : 3

	14th Street NW From North					14th Street NW From South					Irving Street NW From East					Irving Street NW From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:30 PM																					
Volume	0	488	99	0	587	83	790	0	0	873	0	0	0	0	0	216	439	219	0	874	2334
Percent	0.0	83.1	16.9	0.0		9.5	90.5	0.0	0.0		0.0	0.0	0.0	0.0		24.7	50.2	25.1	0.0		
05:45 Volume	0	145	24	0	169	27	208	0	0	235	0	0	0	0	0	50	118	62	0	230	634
Peak Factor																					0.920
High Int. 05:45 PM						05:45 PM										05:30 PM					
Volume	0	145	24	0	169	27	208	0	0	235	0	0	0	0	0	60	107	65	0	232	
Peak Factor					0.868					0.929										0.942	



A-5

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Counted by:ORGA-MO, AL
Board :D4-1909, D4-2238
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : 14th@PK
Site Code : 34241909
Start Date : 05/22/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

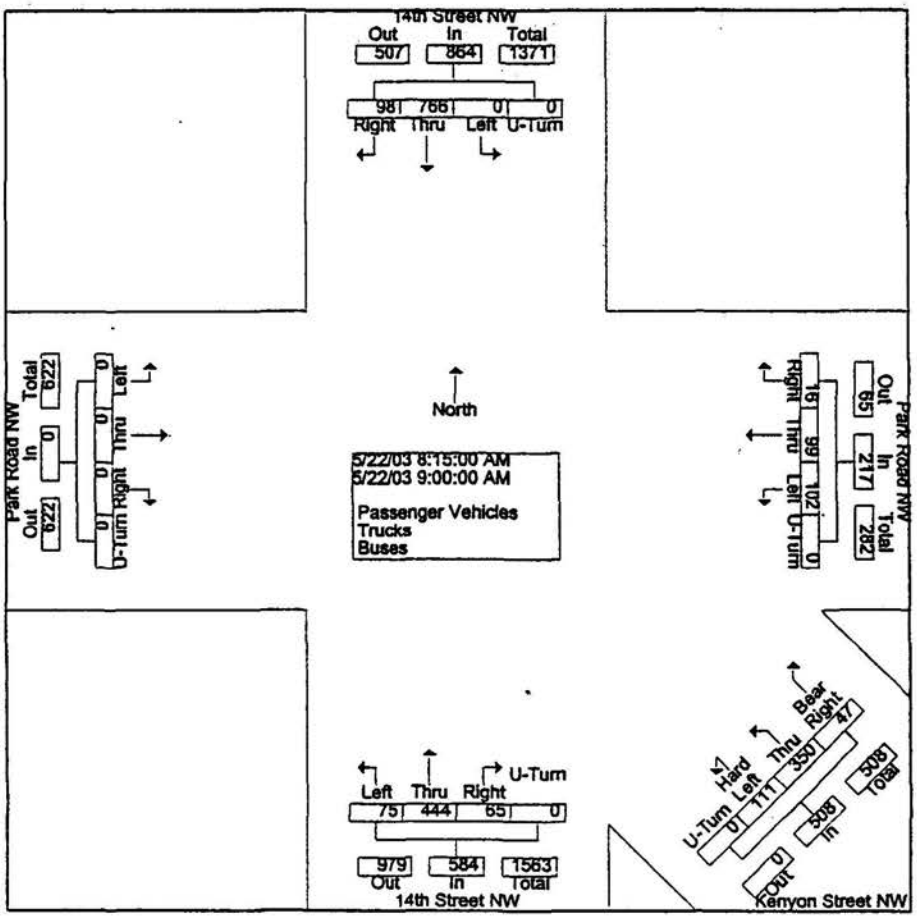
	14th Street NW From North					14th Street NW From South					Kenyon Street NW From Southeast					Park Road NW From East					Park Road NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Hard Left	Thru	Bear Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	106	18	0	124	15	89	11	0	115	25	72	5	0	102	13	19	4	0	36	0	0	0	0	0	377
07:30 AM	0	139	14	0	153	20	95	14	0	129	13	75	7	0	95	16	22	3	0	41	0	0	0	0	0	418
07:45 AM	0	162	33	0	195	10	101	7	0	118	12	72	7	0	91	15	26	3	0	44	0	0	0	0	0	448
08:00 AM	0	172	24	0	196	12	96	9	0	117	24	91	6	0	121	30	23	3	0	56	0	0	0	0	0	490
Total	0	579	89	0	668	57	381	41	0	479	74	310	25	0	409	74	90	13	0	177	0	0	0	0	0	1733
08:15 AM	0	166	21	0	187	13	107	14	0	134	23	86	11	0	120	21	31	4	0	56	0	0	0	0	0	497
08:30 AM	0	193	21	0	214	18	104	14	0	136	38	100	9	0	147	35	26	2	0	63	0	0	0	0	0	560
08:45 AM	0	202	28	0	230	30	110	23	0	163	26	88	11	0	125	24	28	7	0	59	0	0	0	0	0	577
09:00 AM	0	205	28	0	233	14	123	14	0	151	24	76	16	0	116	22	14	3	0	39	0	0	0	0	0	539
Total	0	766	98	0	864	75	444	65	0	584	111	350	47	0	508	102	99	16	0	217	0	0	0	0	0	2173
09:15 AM	0	173	20	0	193	21	107	17	0	145	25	75	10	0	110	19	19	8	0	46	0	0	0	0	0	494
09:30 AM	0	132	23	0	155	12	96	11	0	119	16	67	12	0	95	12	16	3	0	31	0	0	0	0	0	400
Total	0	305	43	0	348	33	203	28	0	264	41	142	22	0	205	31	35	11	0	77	0	0	0	0	0	894
04:15 PM	0	72	10	0	82	13	75	12	0	100	13	47	10	0	70	8	11	2	0	21	0	0	0	0	0	273
04:30 PM	0	126	27	0	153	20	184	29	0	233	20	54	15	0	89	13	20	4	0	37	0	0	0	0	0	512
04:45 PM	0	119	21	0	140	21	173	21	0	215	20	64	13	0	97	13	14	6	0	33	0	0	0	0	0	485
05:00 PM	0	124	33	0	157	24	174	19	0	217	12	67	14	0	93	14	24	7	0	45	0	0	0	0	0	512
Total	0	441	91	0	532	78	606	81	0	765	65	232	52	0	349	48	69	19	0	136	0	0	0	0	0	1782
05:15 PM	0	112	21	0	133	22	198	33	0	253	13	66	11	0	90	18	15	10	0	43	0	0	0	0	0	519
05:30 PM	0	114	21	0	135	34	198	30	0	262	20	76	16	0	112	15	19	6	0	40	0	0	0	0	0	549
05:45 PM	0	149	25	0	174	28	212	28	0	268	16	63	16	0	95	18	14	10	0	42	0	0	0	0	0	579
06:00 PM	0	110	34	0	144	19	214	30	0	263	22	66	15	0	103	18	30	4	0	52	0	0	0	0	0	562
Total	0	485	101	0	586	103	822	121	0	1046	71	271	58	0	400	69	78	30	0	177	0	0	0	0	0	2209
06:15 PM	0	115	23	0	138	26	216	27	0	269	13	66	11	0	90	13	22	5	0	40	0	0	0	0	0	537
06:30 PM	0	110	19	0	129	26	193	23	0	242	12	52	10	0	74	20	21	6	0	47	0	0	0	0	0	492
Grand Total	0	2801	464	0	3265	398	2865	386	0	3649	387	1423	225	0	2035	357	414	100	0	871	0	0	0	0	0	9820
Apprch %	0.0	85.8	14.2	0.0		10.9	78.5	10.6	0.0		19.0	69.9	11.1	0.0		41.0	47.5	11.5	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	28.5	4.7	0.0	33.2	4.1	29.2	3.9	0.0	37.2	3.9	14.5	2.3	0.0	20.7	3.6	4.2	1.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	

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Counted by:ORGA-MO, AL
Board :D4-1909, D4-2238
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : 14th@PK
Site Code : 34241909
Start Date : 05/22/2003
Page No : 2

	14th Street NW From North					14th Street NW From South					Kenyon Street NW From Southeast					Park Road NW From East					Park Road NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Hard Left	Thru	Bear Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:30 AM - Peak 1 of 1																										
Intersection	08:15 AM																									
Volume	0	766	98	0	864	75	444	65	0	584	111	350	47	0	508	102	99	16	0	217	0	0	0	0	0	2173
Percent	0.0	88.7	11.3	0.0		12.8	76.0	11.1	0.0		21.9	68.9	9.3	0.0		47.0	45.6	7.4	0.0		0.0	0.0	0.0	0.0		
08:45 Volume	0	202	28	0	230	30	110	23	0	163	26	88	11	0	125	24	28	7	0	59	0	0	0	0	0	577
Peak Factor																										0.942
High Int.	09:00 AM					08:45 AM					08:30 AM					08:30 AM					7:00:00 AM					
Volume	0	205	28	0	233	30	110	23	0	163	38	100	9	0	147	35	26	2	0	63						
Peak Factor					0.927					0.896					0.864					0.861						

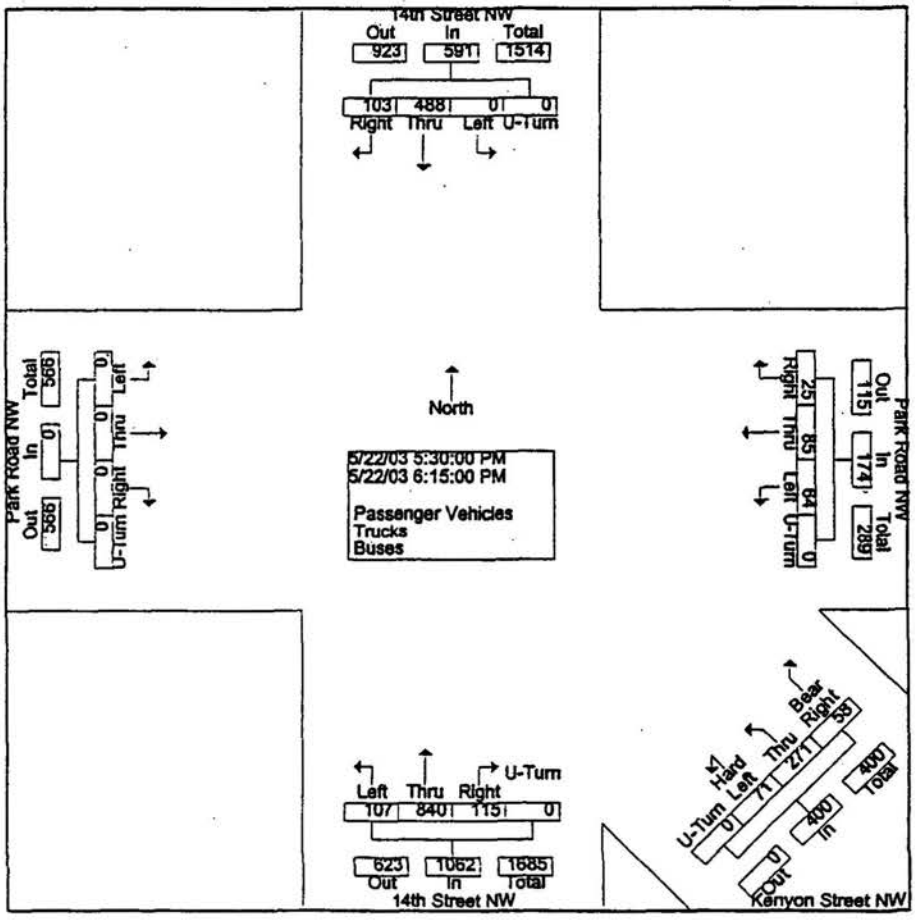


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File Name : 14th@PK
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Start Date : 05/22/2003

	14th Street NW From North					14th Street NW From South					Kenyon Street NW From Southeast					Park Road NW From East					Park Road NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Hard Left	Thru	Bear Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:30 PM - Peak 1 of 1																										
Intersection	05:30 PM																									
Volume	0	488	103	0	591	107	840	115	0	1062	71	271	58	0	400	64	85	25	0	174	0	0	0	0	0	2227
Percent	0.0	82.6	17.4	0.0		10.1	79.1	10.8	0.0		17.8	67.8	14.5	0.0		36.8	48.9	14.4	0.0		0.0	0.0	0.0	0.0		
05:45 Volume	0	149	25	0	174	28	212	28	0	268	16	63	16	0	95	18	14	10	0	42	0	0	0	0	0	579
Peak Factor																										0.962
High Int.	05:45 PM					06:15 PM					05:30 PM					06:00 PM										
Volume	0	149	25	0	174	26	216	27	0	269	20	76	16	0	112	18	30	4	0	52						
Peak Factor					0.849					0.987					0.893					0.837						



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Counted by:ORGA-LM, NL
Board :D4-2238, D4-2237
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : 16@IRV
Site Code : 33042238
Start Date : 05/22/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

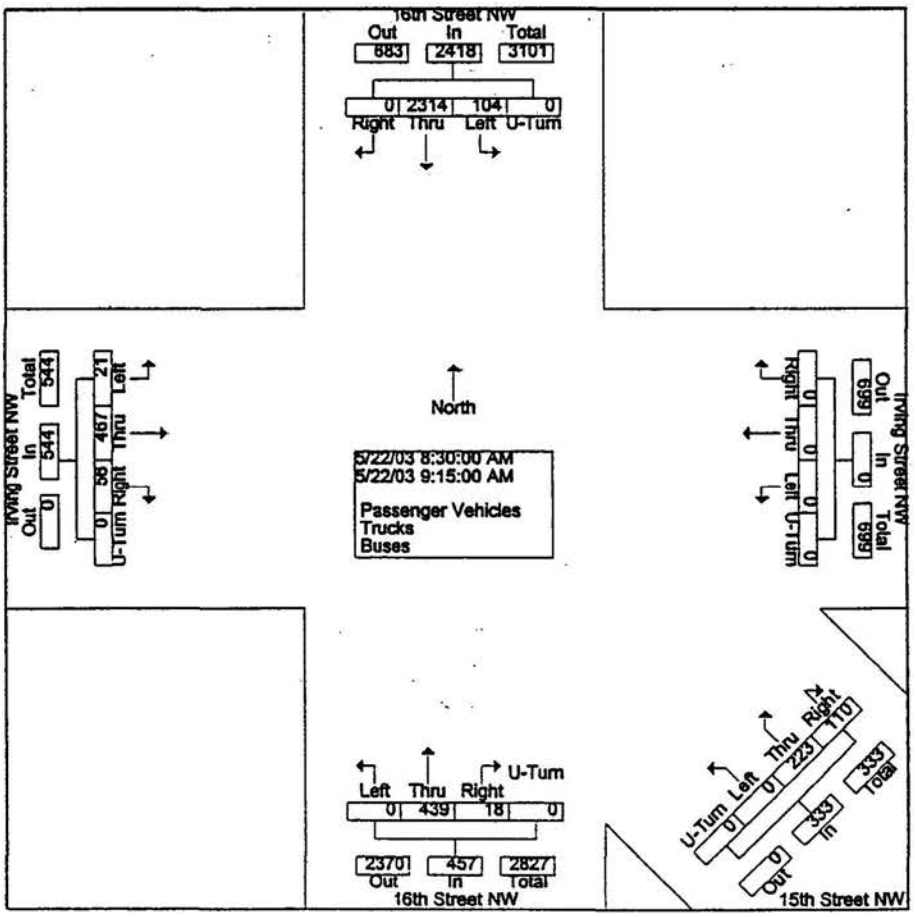
	16th Street NW From North					16th Street NW From South					15th Street NW From Southeast					Irving Street NW From East					Irving Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	20	377	0	0	397	0	81	3	0	84	0	32	6	0	38	0	0	0	0	0	7	66	4	0	77	596
07:30 AM	17	438	0	0	455	0	86	5	0	91	0	40	10	0	50	0	0	0	0	0	2	85	2	0	89	685
07:45 AM	12	488	0	0	500	0	101	2	0	103	0	51	16	0	67	0	0	0	0	0	5	99	5	0	109	779
08:00 AM	23	603	0	0	626	0	103	5	0	108	0	55	19	0	74	0	0	0	0	0	5	86	6	0	97	905
Total	72	1906	0	0	1978	0	371	15	0	386	0	178	51	0	229	0	0	0	0	0	19	336	17	0	372	2965
08:15 AM	21	549	0	0	570	0	117	3	0	120	0	44	32	0	76	0	0	0	0	0	10	104	5	0	119	885
08:30 AM	31	597	0	0	628	0	119	4	0	123	0	68	21	0	89	0	0	0	0	0	2	103	11	0	116	956
08:45 AM	28	599	0	0	627	0	107	4	0	111	0	48	30	0	78	0	0	0	0	0	6	122	20	0	148	964
09:00 AM	26	581	0	0	607	0	100	7	0	107	0	56	26	0	82	0	0	0	0	0	5	106	10	0	121	917
Total	106	2326	0	0	2432	0	443	18	0	461	0	216	109	0	325	0	0	0	0	0	23	435	46	0	504	3722
09:15 AM	19	537	0	0	556	0	113	3	0	116	0	51	33	0	84	0	0	0	0	0	8	136	15	0	159	915
09:30 AM	29	423	0	0	452	0	103	7	0	110	0	33	21	0	54	0	0	0	0	0	10	96	12	0	118	734
Total	48	960	0	0	1008	0	216	10	0	226	0	84	54	0	138	0	0	0	0	0	18	232	27	0	277	1649
04:15 PM	9	256	0	0	265	0	238	4	0	242	0	119	47	0	166	0	0	0	0	0	2	131	4	0	137	810
04:30 PM	18	260	0	0	278	0	239	13	0	252	0	113	42	0	155	0	0	0	0	0	6	130	9	0	145	830
04:45 PM	23	271	0	0	294	0	312	6	0	318	0	140	25	0	165	0	0	0	0	0	8	94	8	0	110	887
05:00 PM	22	268	0	0	290	0	259	8	0	267	0	144	26	0	170	0	0	0	0	0	9	122	11	0	142	869
Total	72	1055	0	0	1127	0	1048	31	0	1079	0	516	140	0	656	0	0	0	0	0	25	477	32	0	534	3396
05:15 PM	25	266	0	0	291	0	349	4	0	353	0	163	31	0	194	0	0	0	0	0	8	120	2	0	130	968
05:30 PM	33	285	0	0	318	0	281	4	0	285	0	184	32	0	216	0	0	0	0	0	6	62	2	0	70	889
05:45 PM	37	278	0	0	315	0	275	7	0	282	0	178	31	0	209	0	0	0	0	0	4	139	4	0	147	953
06:00 PM	27	244	0	0	271	0	307	4	0	311	0	171	40	0	211	0	0	0	0	0	4	147	10	0	161	954
Total	122	1073	0	0	1195	0	1212	19	0	1231	0	696	134	0	830	0	0	0	0	0	22	468	18	0	508	3764
06:15 PM	30	255	0	0	285	0	336	8	0	344	0	154	32	0	186	0	0	0	0	0	6	115	5	0	126	941
06:30 PM	12	244	0	0	256	0	288	1	0	289	0	163	18	0	181	0	0	0	0	0	7	135	11	0	153	879
Grand Total	462	7819	0	0	8281	0	3914	102	0	4016	0	2007	538	0	2545	0	0	0	0	0	120	2198	156	0	2474	17316
Apprch %	5.6	94.4	0.0	0.0		0.0	97.5	2.5	0.0		0.0	78.9	21.1	0.0		0.0	0.0	0.0	0.0		4.9	88.8	6.3	0.0		
Total %	2.7	45.2	0.0	0.0	47.8	0.0	22.6	0.6	0.0	23.2	0.0	11.6	3.1	0.0	14.7	0.0	0.0	0.0	0.0	0.0	0.7	12.7	0.9	0.0	14.3	

O.R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-LM, NL
Board :D4-2238, D4-2237
City/County:Washington DC
Weather :Warm/Clear/Dry

File Name : 16@IRV
Site Code : 33042238
Start Date : 05/22/2003
Page No : 2

	16th Street NW From North					16th Street NW From South					15th Street NW From Southeast					Irving Street NW From East					Irving Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:30 AM - Peak 1 of 1																										
Intersection	08:30 AM																									
Volume	104	2314	0	0	2418	0	439	18	0	457	0	223	110	0	333	0	0	0	0	0	21	467	56	0	544	3752
Percent	4.3	95.7	0.0	0.0		0.0	96.1	3.9	0.0		0.0	67.0	33.0	0.0		0.0	0.0	0.0	0.0		3.9	85.8	10.3	0.0		
08:45 Volume	28	599	0	0	627	0	107	4	0	111	0	48	30	0	78	0	0	0	0	0	6	122	20	0	148	964
Peak Factor																										0.973
High Int.	08:30 AM					08:30 AM					08:30 AM					7:00:00 AM					09:15 AM					
Volume	31	597	0	0	628	0	119	4	0	123	0	68	21	0	89	0	0	0	0	0	8	136	15	0	159	
Peak Factor					0.963					0.929					0.935										0.855	

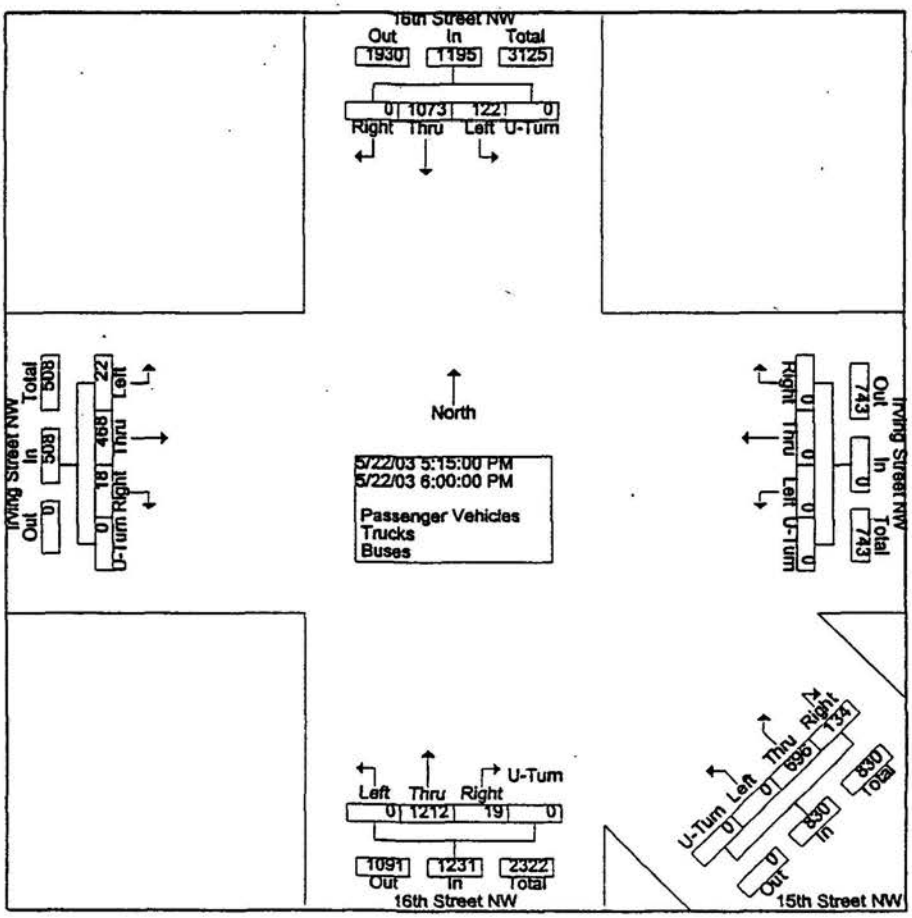


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Board :D4-2238, D4-2237
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File Name : 16@IRV
Site Code : 33042238
Start Date : 05/22/2003

	16th Street NW From North					16th Street NW From South					15th Street NW From Southeast					Irving Street NW From East					Irving Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:30 PM - Peak 1 of 1																									
Intersection	05:15 PM																									
Volume	122	1073	0	0	1195	0	1212	19	0	1231	0	696	134	0	830	0	0	0	0	0	22	468	18	0	508	3764
Percent	10.2	89.8	0.0	0.0		0.0	98.5	1.5	0.0		0.0	83.9	16.1	0.0		0.0	0.0	0.0	0.0		4.3	92.1	3.5	0.0		
05:15 Volume	25	266	0	0	291	0	349	4	0	353	0	163	31	0	194	0	0	0	0	0	8	120	2	0	130	968
Peak Factor																										0.972
High Int.	05:30 PM					05:15 PM					05:30 PM										06:00 PM					
Volume	33	285	0	0	318	0	349	4	0	353	0	184	32	0	216	0	0	0	0	0	4	147	10	0	161	
Peak Factor					0.939					0.872					0.961										0.789	



APPENDIX
B

CAPACITY ANALYSIS WORKSHEETS –
EXISTING TRAFFIC SITUATION

SHORT REPORT

General Information		Site Information	
Analyst	SK	Intersection	14th St. and Irving St.
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	05/30/03	Jurisdiction	Washington, DC
Time Period	AM Peak	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	0	0	0	2	0	1	2	0
Lane group	L	TR						TR		L	T	
Volume (vph)	94	379	141					413	59	95	942	
% Heavy veh	2	2	2					2	2	2	2	
PHF	0.95	0.95	0.95					0.95	0.95	0.95	0.95	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time	2.0	2.0						2.0		2.0	2.0	
Ext. eff. green	2.0	2.0						2.0		2.0	2.0	
Arrival type	3	3						3		3	3	
Unit Extension	3.0	3.0						3.0		3.0	3.0	
Ped/Bike/RTOR Volume	16	0	0	18			155	0	0			
Lane Width	12.0	12.0						12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr							20					
Bus stops/hr	0	5						10		0	10	
Unit Extension	3.0	3.0						3.0		3.0	3.0	

Phasing	EB Only	02	03	04	NS Perm	SB Only	07	08
Timing	G = 25.0	G =	G =	G =	G = 55.0	G = 5.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	99	547						497		100	992	
Lane group cap.	433	836						1667		613	2254	
v/c ratio	0.23	0.65						0.30		0.16	0.44	
Green ratio	0.25	0.25						0.55		0.65	0.65	
Unif. delay d1	29.8	33.6						12.1		8.0	8.6	
Delay factor k	0.50	0.50						0.50		0.50	0.50	
Increm. delay d2	1.2	4.0						0.5		0.6	0.6	
PF factor	1.000	1.000						1.000		1.000	1.000	
Control delay	31.1	37.6						12.6		8.6	9.2	
Lane group LOS	C	D						B		A	A	
Apprch. delay	36.6						12.6			9.2		
Approach LOS	D						B			A		
Intersec. delay	17.8			Intersection LOS			B					

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SHORT REPORT

General Information		Site Information	
Analyst	SK	Intersection	14th St. and Irving St.
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	05/30/03	Jurisdiction	Washington, DC
Time Period	PM Peak	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	0	0	0	2	0	1	2	0
Lane group	L	TR						TR		L	T	
Volume (vph)	219	439	216					790	83	99	488	
% Heavy veh	2	2	2					2	2	2	2	
PHF	0.92	0.92	0.92					0.92	0.92	0.92	0.92	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time	2.0	2.0						2.0		2.0	2.0	
Ext. eff. green	2.0	2.0						2.0		2.0	2.0	
Arrival type	3	3						3		3	3	
Unit Extension	3.0	3.0						3.0		3.0	3.0	
Ped/Bike/RTOR Volume	15	0	0	11			171	0	0			
Lane Width	12.0	12.0						12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr							20					
Bus stops/hr	0	5						10		0	10	
Unit Extension	3.0	3.0						3.0		3.0	3.0	

Phasing	EB Only	02	03	04	NS Perm	SB Only	07	08
Timing	G = 35.0	G =	G =	G =	G = 45.0	G = 5.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	238	712					949			108	530	
Lane group cap.	614	1161					1370			332	1907	
v/c ratio	0.39	0.61					0.69			0.33	0.28	
Green ratio	0.35	0.35					0.45			0.55	0.55	
Unif. delay d1	24.4	26.9					22.0			23.2	12.0	
Delay factor k	0.50	0.50					0.50			0.50	0.50	
Increm. delay d2	1.8	2.4					2.9			2.6	0.4	
PF factor	1.000	1.000					1.000			1.000	1.000	
Control delay	26.3	29.3					24.9			25.8	12.3	
Lane group LOS	C	C					C			C	B	
Apprch. delay	28.6						24.9			14.6		
Approach LOS	C						C			B		
Intersec. delay	23.7			Intersection LOS			C					

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14th St. @ Park Rd. / Kenyon Pl. (AM)

HCM Signalized Intersection Capacity Analysis
2: Int

6/10/2003

Lane Configurations												
Total Lost time (s)			4.0			4.0		4.0		4.0	4.0	
Frpb, ped/bikes			1.00			1.00		1.00		1.00	1.00	
Frt			0.99			0.98		0.98		1.00	0.98	
Satd. Flow (prot)			1548			4968		3479		1770	3400	
Satd. Flow (perm)			1548			4968		3479		1770	3400	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	236	0	0	636	0	940	0	121	431	0
Turn Type		Perm			custom					Perm		
Permitted Phases		10			2	2		6		8	8	
Effective Green, g (s)			17.0			59.0		38.0		18.0	18.0	
Clearance Time (s)			5.0					5.0		5.0	5.0	
v/s Ratio Prot						c0.13		c0.27			c0.13	
v/c Ratio			0.95			0.23		0.75		0.40	0.75	
Progression Factor			1.00			1.00		1.00		1.00	1.00	
Delay (s)			90.0			12.1		34.1		43.2	50.4	
Approach Delay (s)	0.0		90.0			12.1		34.1			48.8	

HCM Volume to Capacity ratio	0.67		
Intersection Capacity Utilization	77.6%	ICU Level of Service	C

HCM Signalized Intersection Capacity Analysis
2: Int

14th St. @ Kenyon Pl. / Park Rd. (PM)

6/10/2003

Lane Configurations												
Total Lost time (s)			4.0			4.0		4.0		4.0	4.0	
Frpb, ped/bikes			1.00			1.00		1.00		1.00	1.00	
Frt			0.98			0.98		0.97		1.00	0.97	
Satd. Flow (prot)			1583			4978		3447		1770	3379	
Satd. Flow (perm)			1583			4978		3447		1770	3379	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	189	0	0	1154	0	642	0	77	358	0
Turn Type		Perm			custom					Perm		
Permitted Phases		10			2	2		6		8	8	
Effective Green, g (s)			11.0			59.0		38.0		18.0	18.0	
Clearance Time (s)			5.0					5.0		5.0	5.0	
v/s Ratio Prot						c0.23		c0.19			c0.11	
v/c Ratio			1.09			0.39		0.49		0.24	0.59	
Progression Factor			1.00			1.00		1.00		1.00	1.00	
Delay (s)			137.6			11.3		24.9		36.9	41.8	
Approach Delay (s)	0.0		137.6			11.3		24.9			40.9	

HCM Volume to Capacity ratio	0.55		
Intersection Capacity Utilization	75.1%	ICU Level of Service	C

15th St. @ Irving St. (AM)

HCM Signalized Intersection Capacity Analysis

6: Int

6/10/2003

Lane Configurations		↑↑						↑				
Total Lost time (s)		4.0						4.0				
Frpb, ped/bikes		1.00						1.00				
Frt		1.00						0.96				
Satd. Flow (prot)		3539						1779				
Satd. Flow (perm)		3539						1779				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	508	0	0	0	0	0	362	0	0	0	0
Turn Type												
Permitted Phases												
Effective Green, g (s)		21.0						71.0				
Clearance Time (s)		6.0						6.0				
v/s Ratio Prot		c0.14						c0.20				
v/c Ratio		0.68						0.29				
Progression Factor		0.35						1.00				
Delay (s)		16.8						5.9				
Approach Delay (s)		16.8			0.0			5.9			0.0	
HCM Volume to Capacity ratio		0.38										
Intersection Capacity Utilization		40.7%		ICU Level of Service				A				

15th St. @ Irving St. (PM)



Lane Configurations		↑↑						↑				
Total Lost time (s)		4.0						4.0				
Frpb, ped/bikes		1.00						1.00				
Frt		1.00						0.98				
Satd. Flow (prot)		3539						1822				
Satd. Flow (perm)		3539						1822				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	509	0	0	0	0	0	903	0	0	0	0
Turn Type												
Permitted Phases												
Effective Green, g (s)		21.0						71.0				
Clearance Time (s)		6.0						6.0				
v/s Ratio Prot		c0.14						c0.50				
v/c Ratio		0.69						0.70				
Progression Factor		0.36						1.00				
Delay (s)		16.7						11.5				
Approach Delay (s)		16.7			0.0			11.5			0.0	
Approach LOS		B			A			B			A	

HCM Volume to Capacity ratio	0.70		
Intersection Capacity Utilization	69.4%	ICU Level of Service	B

16th St. @ Irving St. (AM)

HCM Signalized Intersection Capacity Analysis
3: Int

6/10/2003

Lane Configurations		↑↑	↱					↑↑		↰	↑↑	
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Frpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.99		1.00	1.00	
Satd. Flow (prot)		3527	1583					3518		1504	3539	
Satd. Flow (perm)		3527	1583					3518		735	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	531	61	0	0	0	0	497	0	113	2515	0
Turn Type	Perm		Perm							Perm		
Permitted Phases	4		4							6		
Effective Green, g (s)		21.0	21.0					71.0		71.0	71.0	
Clearance Time (s)		6.0	6.0					6.0		6.0	6.0	
v/s Ratio Prot								0.14			c0.71	
v/c Ratio		0.72	0.18					0.20		0.22	1.00	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Delay (s)		42.6	33.7					5.1		5.9	32.6	
Approach Delay (s)		41.7			0.0			5.1			31.5	
HCM Volume to Capacity ratio			0.94									
Intersection Capacity Utilization			90.9%		ICU Level of Service					E		

16th St. @ Irving St. (PM)

HCM Signalized Intersection Capacity Analysis
3: Int

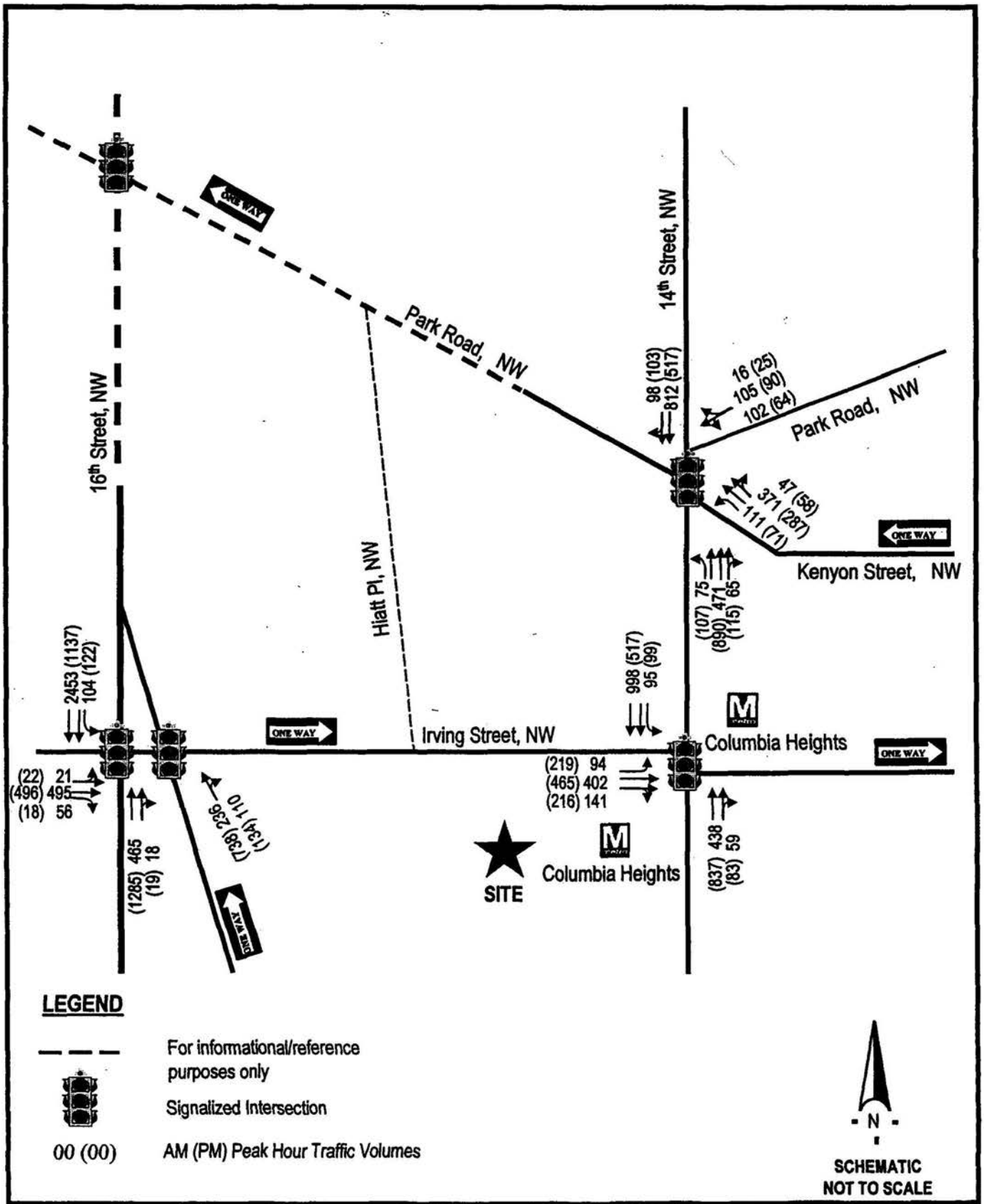
6/10/2003

Lane Configurations												
Total Lost time (s)		4.0	4.0				4.0		4.0	4.0		
Frpb, ped/bikes		1.00	1.00				1.00		1.00	1.00		
Frt		1.00	0.85				1.00		1.00	1.00		
Satd. Flow (prot)		3527	1583				3531		1721	3539		
Satd. Flow (perm)		3527	1583				3531		294	3539		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	533	20	0	0	0	1338	0	133	1166	0	
Turn Type	Perm		Perm						Perm			
Permitted Phases	4		4						6			
Effective Green, g (s)		21.0	21.0				71.0		71.0	71.0		
Clearance Time (s)		6.0	6.0				6.0		6.0	6.0		
v/s Ratio Prot							0.38			0.33		
v/c Ratio		0.72	0.06				0.53		0.64	0.46		
Progression Factor		1.00	1.00				1.00		1.00	1.00		
Delay (s)		42.7	32.0				7.6		21.6	6.9		
Approach Delay (s)		42.3			0.0		7.6			8.4		

HCM Volume to Capacity ratio	0.66		
Intersection Capacity Utilization	69.2%	ICU Level of Service	B

APPENDIX C

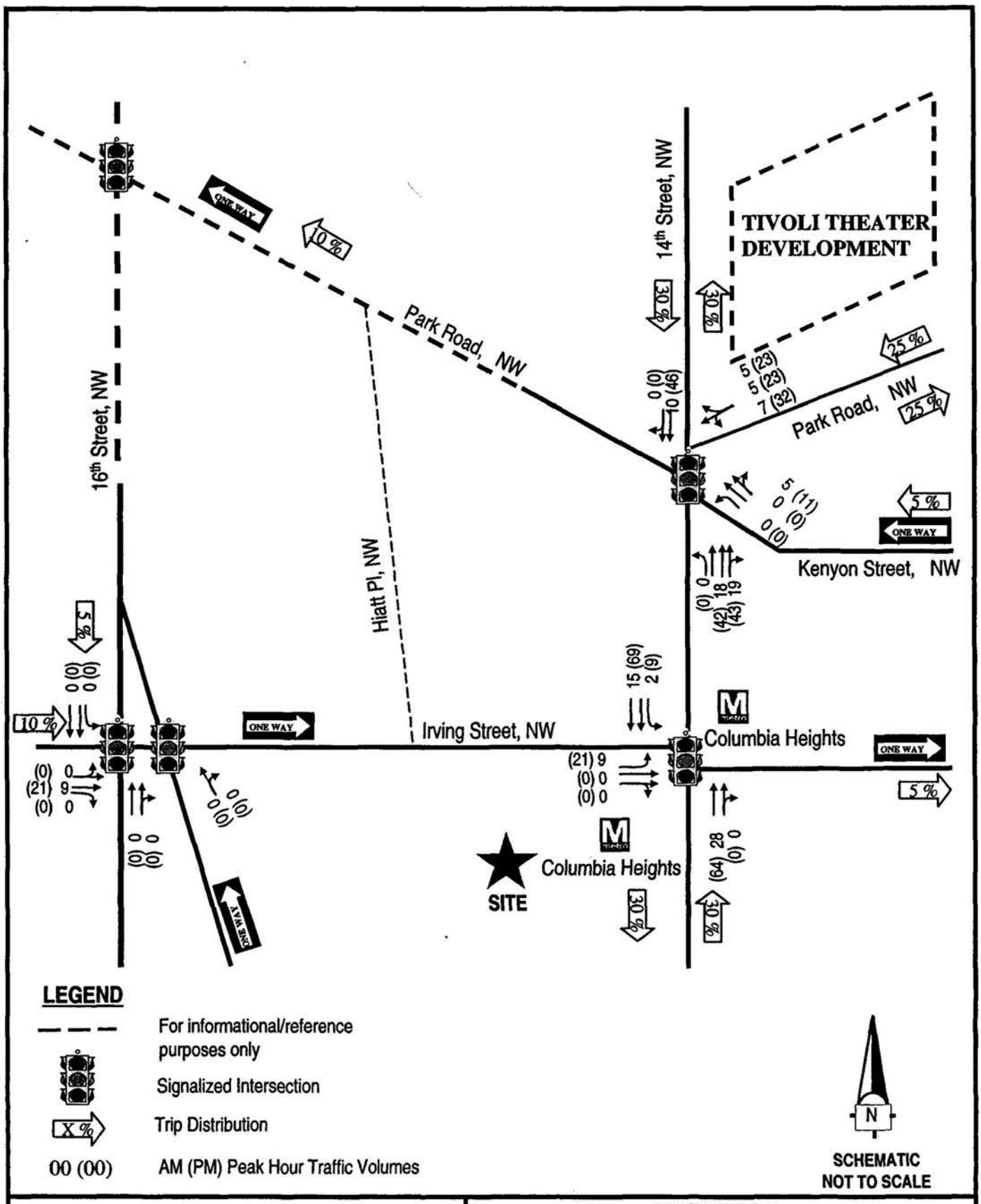
PROJECTED YEAR 2006 BASE TRAFFIC VOLUMES



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

APPENDIX C-1:

PROJECTED YEAR 2006 BASE TRAFFIC VOLUMES
Columbia Heights Station, Washington D.C.

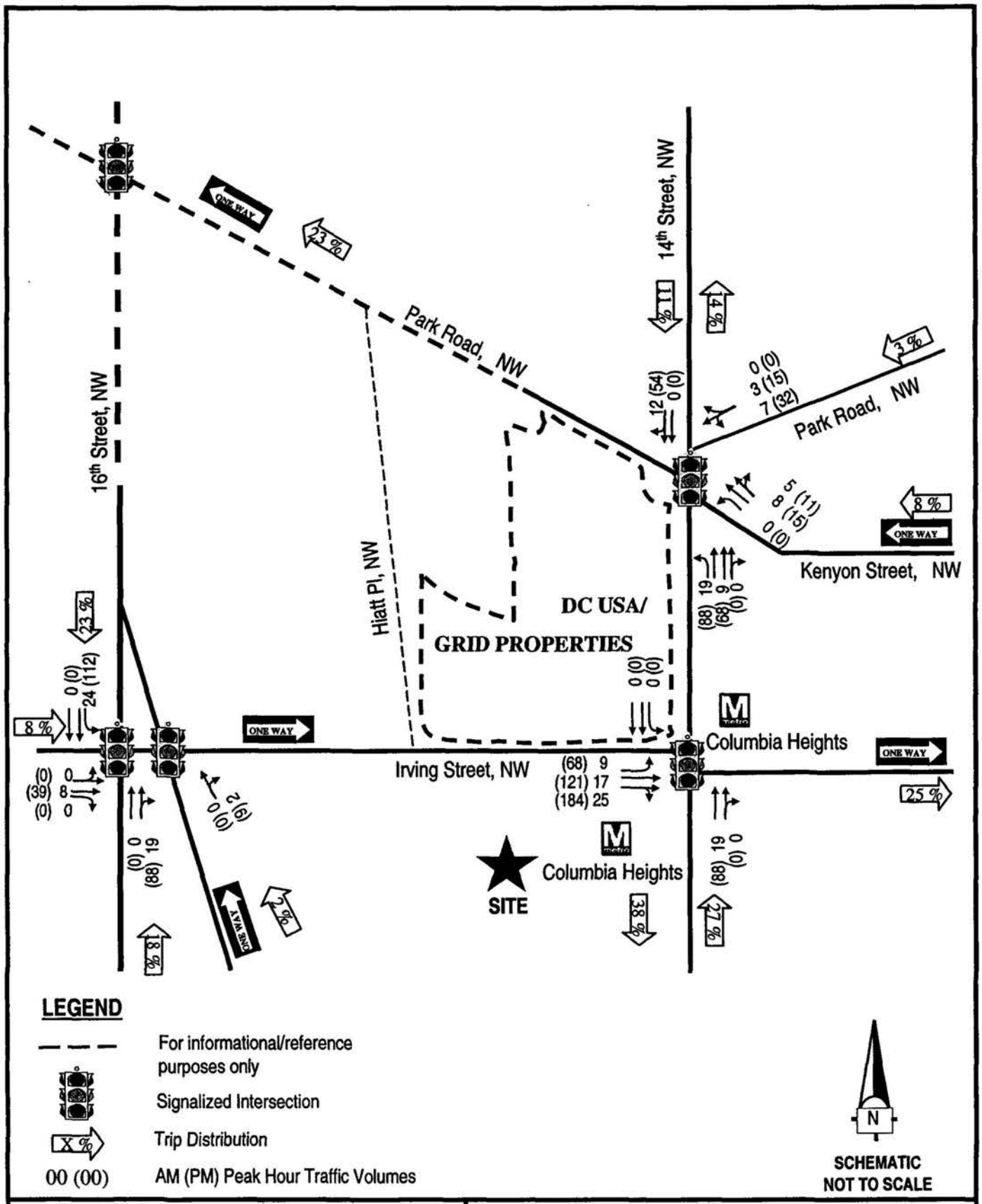


O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

APPENDIX C-2:

PROJECTED TRAFFIC ASSIGNMENT – TIVOLI THEATER DEVELOPMENT
Columbia Heights Station, Northwest, Washington D.C.



O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

APPENDIX C-3:

PROJECTED TRAFFIC ASSIGNMENT –
DC USA/GRID PROPERTIES DEVELOPMENT
Columbia Heights Station, Northwest, Washington D.C.

APPENDIX
D

CAPACITY ANALYSIS WORKSHEETS –
YEAR 2006 TOTAL TRAFFIC SITUATION

SHORT REPORT

General Information		Site Information	
Analyst	SK	Intersection	14th St. and Irving St.
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	05/30/03	Jurisdiction	Washington, DC
Time Period	AM Peak	Analysis Year	2006 (Total)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	0	0	0	2	0	1	2	0
Lane group	L	TR						TR		L	T	
Volume (vph)	112	419	172					499	68	97	1020	
% Heavy veh	2	2	2					2	2	2	2	
PHF	0.95	0.95	0.95					0.95	0.95	0.95	0.95	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time	2.0	2.0						2.0		2.0	2.0	
Ext. eff. green	2.0	2.0						2.0		2.0	2.0	
Arrival type	3	3						3		3	3	
Unit Extension	3.0	3.0						3.0		3.0	3.0	
Ped/Bike/RTOR Volume	16	0	0	285			155	0	0			
Lane Width	12.0	12.0						12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr							20					
Bus stops/hr	0	5						10		0	10	
Unit Extension	3.0	3.0						3.0		3.0	3.0	

Phasing	EB Only	02	03	04	NS Perm	SB Only	07	08
Timing	G = 25.0	G =	G =	G =	G = 55.0	G = 5.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	118	622					597			102	1074	
Lane group cap.	412	833					1669			561	2254	
v/c ratio	0.29	0.75					0.36			0.18	0.48	
Green ratio	0.25	0.25					0.55			0.65	0.65	
Unif. delay d1	30.3	34.6					12.6			9.0	8.9	
Delay factor k	0.50	0.50					0.50			0.50	0.50	
Increm. delay d2	1.7	6.0					0.6			0.7	0.7	
PF factor	1.000	1.000					1.000			1.000	1.000	
Control delay	32.0	40.6					13.2			9.7	9.6	
Lane group LOS	C	D					B			A	A	
Apprch. delay	39.3						13.2			9.6		
Approach LOS	D						B			A		
Intersec. delay	19.2			Intersection LOS			B					

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D-1

SHORT REPORT

General Information		Site Information	
Analyst	SK	Intersection	14th St. and Irving St.
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	05/30/03	Jurisdiction	Washington, DC
Time Period	PM Peak	Analysis Year	2006 (Total)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	0	0	0	2	0	1	2	0
Lane group	L	TR						TR		L	T	
Volume (vph)	308	586	416					1000	89	108	603	
% Heavy veh	2	2	2					2	2	2	2	
PHF	0.92	0.92	0.92					0.92	0.92	0.92	0.92	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time	2.0	2.0						2.0		2.0	2.0	
Ext. eff. green	2.0	2.0						2.0		2.0	2.0	
Arrival type	3	3						3		3	3	
Unit Extension	3.0	3.0						3.0		3.0	3.0	
Ped/Bike/RTOR Volume	15	0	0	258			171	0	0			
Lane Width	12.0	12.0						12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr							20					
Bus stops/hr	0	5						10		0	10	
Unit Extension	3.0	3.0						3.0		3.0	3.0	

Phasing	EB Only	02	03	04	NS Perm	SB Only	07	08
Timing	G = 35.0	G =	G =	G =	G = 45.0	G = 5.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	335	1089						1184		117	655	
Lane group cap.	482	1144						1374		266	1907	
v/c ratio	0.70	0.95						0.86		0.44	0.34	
Green ratio	0.35	0.35						0.45		0.55	0.55	
Unif. delay d1	27.9	31.7						24.7		32.4	12.5	
Delay factor k	0.50	0.50						0.50		0.50	0.50	
Increm. delay d2	8.0	17.3						7.3		5.2	0.5	
PF factor	1.000	1.000						1.000		1.000	1.000	
Control delay	36.0	49.0						32.0		37.6	13.0	
Lane group LOS	D	D						C		D	B	
Apprch. delay	45.9						32.0			16.7		
Approach LOS	D						C			B		
Intersec. delay	34.4			Intersection LOS			C					

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Lane Configurations												
Total Lost time (s)			4.0			4.0		4.0		4.0	4.0	
Frpb, ped/bikes			1.00			1.00		1.00		1.00	1.00	
Frt			0.99			0.98		0.98		1.00	0.98	
Satd. Flow (prot)			1571			4955		3477		1770	3399	
Satd. Flow (perm)			1571			4955		3477		1770	3399	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	266	0	0	750	0	1017	0	124	469	0
Turn Type		Perm			custom					Perm		
Permitted Phases		10			2	2		6		8	8	
Effective Green, g (s)			17.0			59.0		38.0		18.0	18.0	
Clearance Time (s)			5.0					5.0		5.0	5.0	
v/s Ratio Prot						c0.15		c0.29			c0.14	
v/c Ratio			1.06			0.27		0.82		0.41	0.81	
Progression Factor			1.00			1.00		1.00		1.00	1.00	
Delay (s)			116.6			12.5		36.8		43.4	54.3	
Approach Delay (s)	0.0		116.6			12.5		36.8			52.0	

HCM Volume to Capacity ratio	0.73		
Intersection Capacity Utilization	84.8%	ICU Level of Service	D

14th St. @ Kenyon Pl. / Park Rd. (PM)

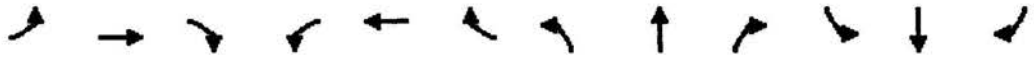
HCM Signalized Intersection Capacity Analysis
2: Int

6/10/2003

Lane Configurations												
Total Lost time (s)			4.0			4.0		4.0		4.0	4.0	
Frpb, ped/bikes			1.00			1.00		1.00		1.00	1.00	
Frt			0.98			0.98		0.97		1.00	0.97	
Satd. Flow (prot)			1593			4959		3424		1770	3375	
Satd. Flow (perm)			1593			4959		3424		1770	3375	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	0	299	0	0	1482	0	791	0	85	403	0
Turn Type		Perm			custom					Perm		
Permitted Phases		10			2	2		6		8	8	
Effective Green, g (s)			14.0			59.0		38.0		15.0	15.0	
Clearance Time (s)			5.0					5.0		5.0	5.0	
v/s Ratio Prot						c0.30		c0.23			c0.12	
v/c Ratio			1.34			0.51		0.61		0.32	0.80	
Progression Factor			1.00			1.00		1.00		1.00	1.00	
Delay (s)			223.4			12.6		27.1		41.1	53.3	
Approach Delay (s)	0.0		223.4			12.6		27.1			51.2	

HCM Volume to Capacity ratio	0.72		
Intersection Capacity Utilization	93.5%	ICU Level of Service	E

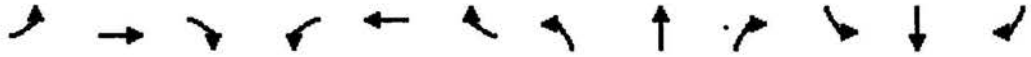
15th St. @ Irving St. (AM)



Lane Configurations		↑↑						↑				
Total Lost time (s)		4.0						4.0				
Frpb, ped/bikes		1.00						1.00				
Frt		1.00						0.96				
Satd. Flow (prot)		3539						1782				
Satd. Flow (perm)		3539						1782				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	560	0	0	0	0	0	379	0	0	0	0
Turn Type												
Permitted Phases												
Effective Green, g (s)		21.0						71.0				
Clearance Time (s)		6.0						6.0				
v/s Ratio Prot		c0.16						c0.21				
v/c Ratio		0.75						0.30				
Progression Factor		0.42						1.00				
Delay (s)		20.8						5.9				
Approach Delay (s)		20.8			0.0			5.9			0.0	

HCM Volume to Capacity ratio	0.40		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A

15th St @ Irving St. (PM)



Lane Configurations		↑↑						↑				
Total Lost time (s)		4.0						4.0				
Frpb, ped/bikes		1.00						1.00				
Frt		1.00						0.98				
Satd. Flow (prot)		3539						1822				
Satd. Flow (perm)		3539						1822				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	612	0	0	0	0	0	957	0	0	0	0
Turn Type												
Permitted Phases												
Effective Green, g (s)		21.0						71.0				
Clearance Time (s)		6.0						6.0				
v/s Ratio Prot		c0.17						c0.53				
v/c Ratio		0.82						0.74				
Progression Factor		0.55						1.00				
Delay (s)		21.9						12.7				
Approach Delay (s)		21.9			0.0			12.7			0.0	

HCM Volume to Capacity ratio	0.76		
Intersection Capacity Utilization	75.2%	ICU Level of Service	C

HCM Signalized Intersection Capacity Analysis
3: Int

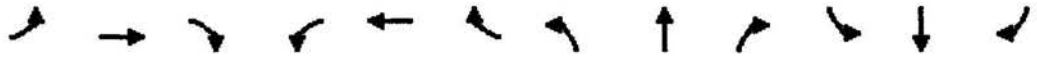
16th St. @ Irving St. (AM)

6/10/2003

Lane Configurations												
Total Lost time (s)		4.0	4.0					4.0		4.0	4.0	
Frpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		1.00	0.85					0.99		1.00	1.00	
Satd. Flow (prot)		3528	1583					3499		1526	3539	
Satd. Flow (perm)		3528	1583					3499		705	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	583	61	0	0	0	0	546	0	142	2666	0
Turn Type	Perm		Perm							Perm		
Permitted Phases	4		4							6		
Effective Green, g (s)		21.0	21.0					71.0		71.0	71.0	
Clearance Time (s)		6.0	6.0					6.0		6.0	6.0	
v/s Ratio Prot								0.16			c0.75	
v/c Ratio		0.79	0.18					0.22		0.28	1.06	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Delay (s)		45.6	33.7					5.2		6.7	51.2	
Approach Delay (s)		44.5			0.0			5.2			49.0	

HCM Volume to Capacity ratio	1.00		
Intersection Capacity Utilization	96.5%	ICU Level of Service	E

16th St. @ Irving St. (PM)

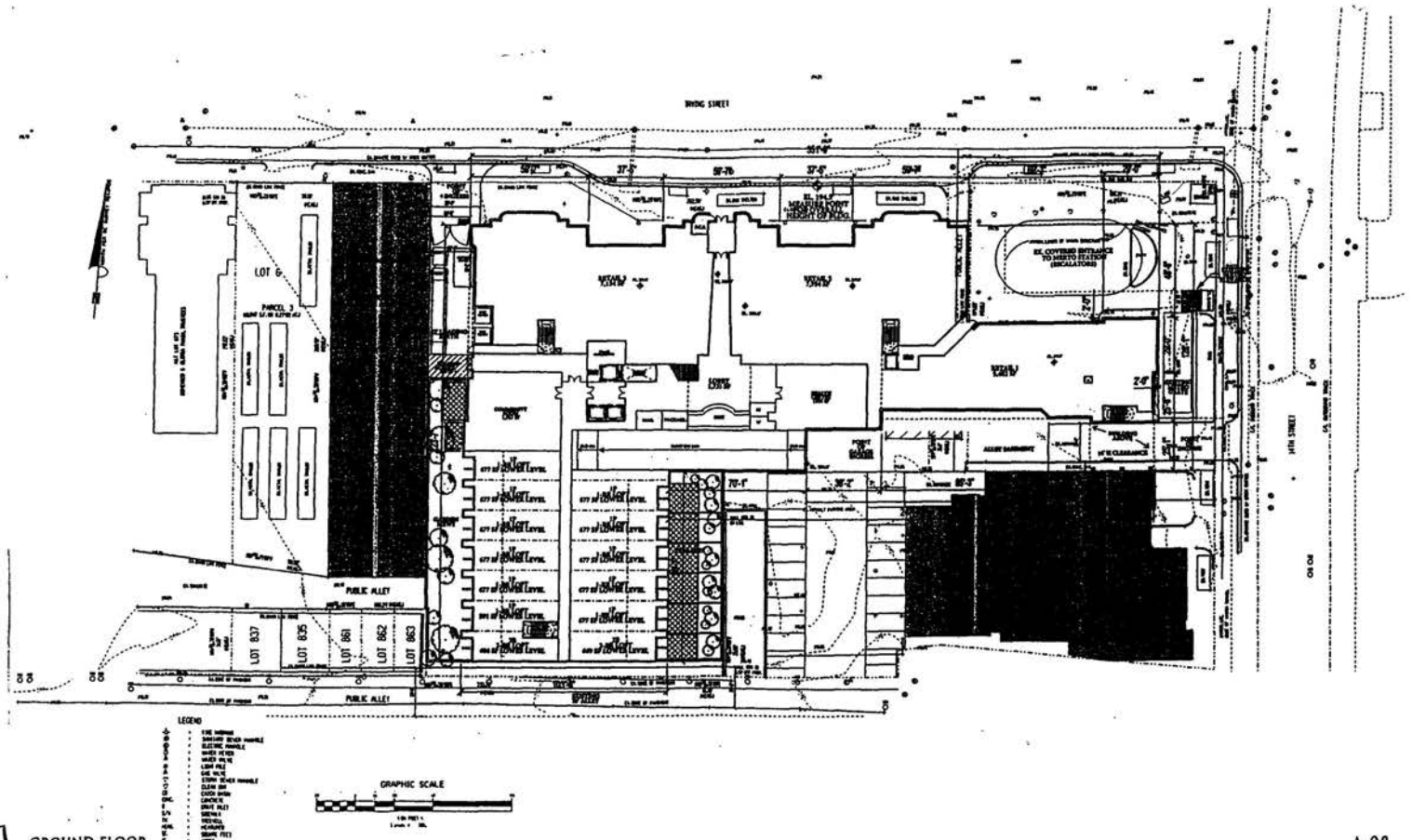


Lane Configurations												
		↑↑	↱				↑↑		↰	↑↑	
Total Lost time (s)		4.0	4.0				4.0		4.0	4.0	
Frpb, ped/bikes		1.00	1.00				1.00		1.00	1.00	
Frt		1.00	0.85				0.99		1.00	1.00	
Satd. Flow (prot)		3529	1583				3497		1770	3539	
Satd. Flow (perm)		3529	1583				3497		232	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	0	636	20	0	0	0	1517	0	258	1236	0	
Turn Type	Perm		Perm						Perm			
Permitted Phases	4		4						6			
Effective Green, g (s)		21.0	21.0				71.0		71.0	71.0		
Clearance Time (s)		6.0	6.0				6.0		6.0	6.0		
v/s Ratio Prot							0.43			0.35		
v/c Ratio		0.86	0.06				0.61		1.56	0.49		
Progression Factor		1.00	1.00				1.00		1.00	1.00		
Delay (s)		50.4	32.0				8.6		295.5	7.2		
Approach Delay (s)		49.8			0.0		8.6			56.9		

HCM Volume to Capacity ratio	1.40		
Intersection Capacity Utilization	84.3%	ICU Level of Service	D

APPENDIX
E

SITE / PARKING LAYOUT



GROUND FLOOR

A-08

APRIL 25, 2003

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DONATELLI & KLEIN/GRAGG & ASSOCIATES
TORTI GALLAS AND PARTNERS • CHK

COLUMBIA HEIGHTS STATION

F

June 18, 2003

Members of the Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street, N.W., Suite 210S
Washington, D.C. 20001

Re: Parcels 15 and 26 at the Columbia Heights Metrorail Station

Dear Members of the Board:

This letter is to inform you as to WMATA's requirements related to the development of the above-referenced parcels by Donatelli & Klein. The parcels abut the Columbia Heights Metrorail Station. These requirements were developed to ensure the safety of WMATA's patrons and to protect the integrity of the entrance and operations of the Columbia Heights Metrorail station. Due to the need to have unimpeded access to the Metrorail facilities on these parcels for operation and maintenance, WMATA has determined that the following setbacks and restrictions must be observed on each parcel:

Parcel 15:

No building may be constructed within fifteen feet of the parapet walls of the station entrance. Therefore, no building may be constructed on top of or incorporate the station entrance. Development is not permitted over the WMATA access hatch shaft.

Parcel 26:

No building may be constructed within fifteen feet of the parapet walls of the station entrance. Therefore, no building may be constructed on top of or incorporate the station entrance. Development is not permitted over the WMATA elevator or existing vent shaft. Any development must provide for additional building setback along Irving Street to allow pedestrian flow adjacent to the existing WMATA bus shelters.

We have attached a plat for each parcel showing the restricted areas.

If you have any questions, please call Alvin R. McNeal at (202) 962-1240.

Sincerely,

Denton U. Kent
Managing Director
Office of Property Development
and Management

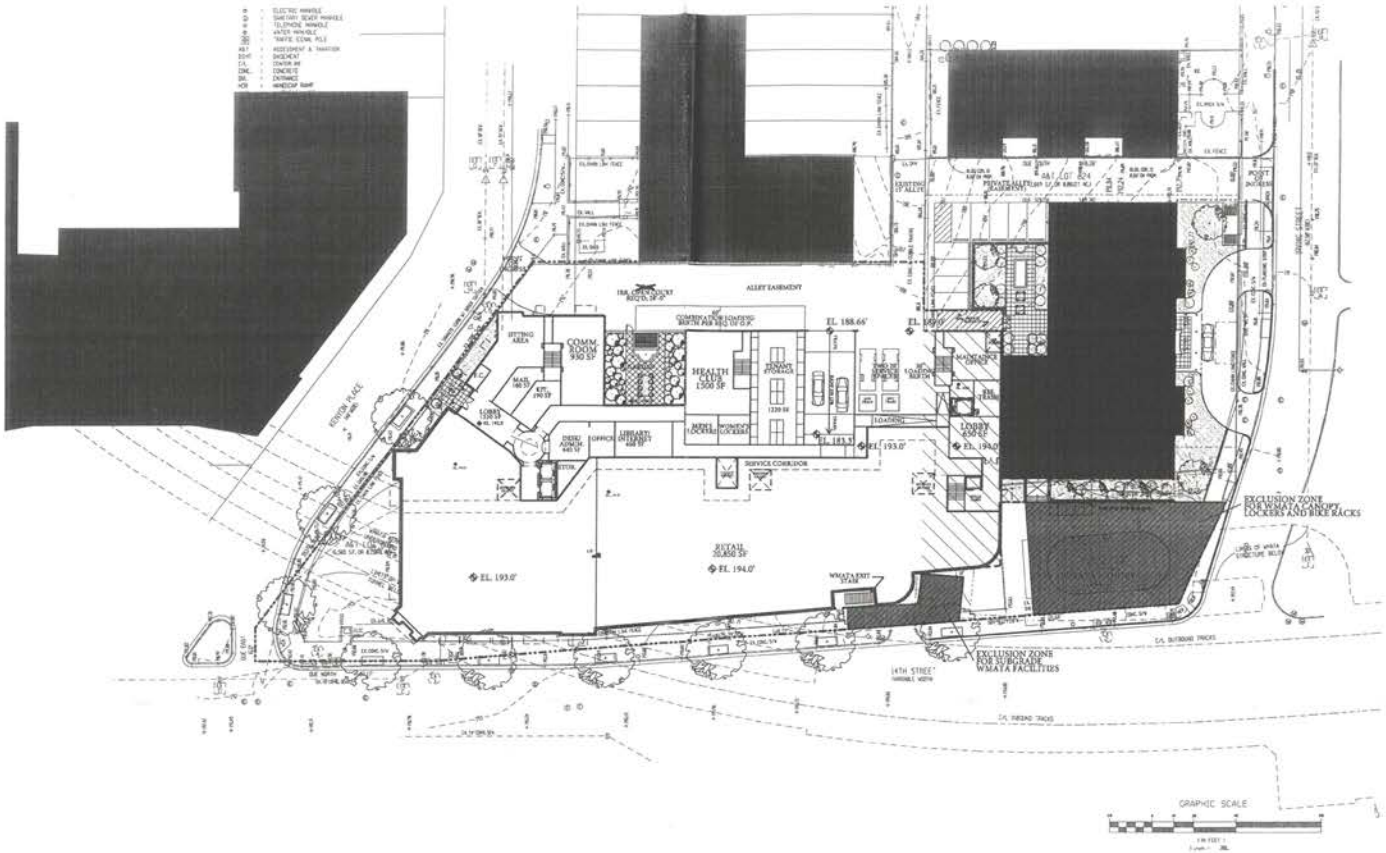
Attachments

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

A District of Columbia, Maryland and Virginia Transit Partnership



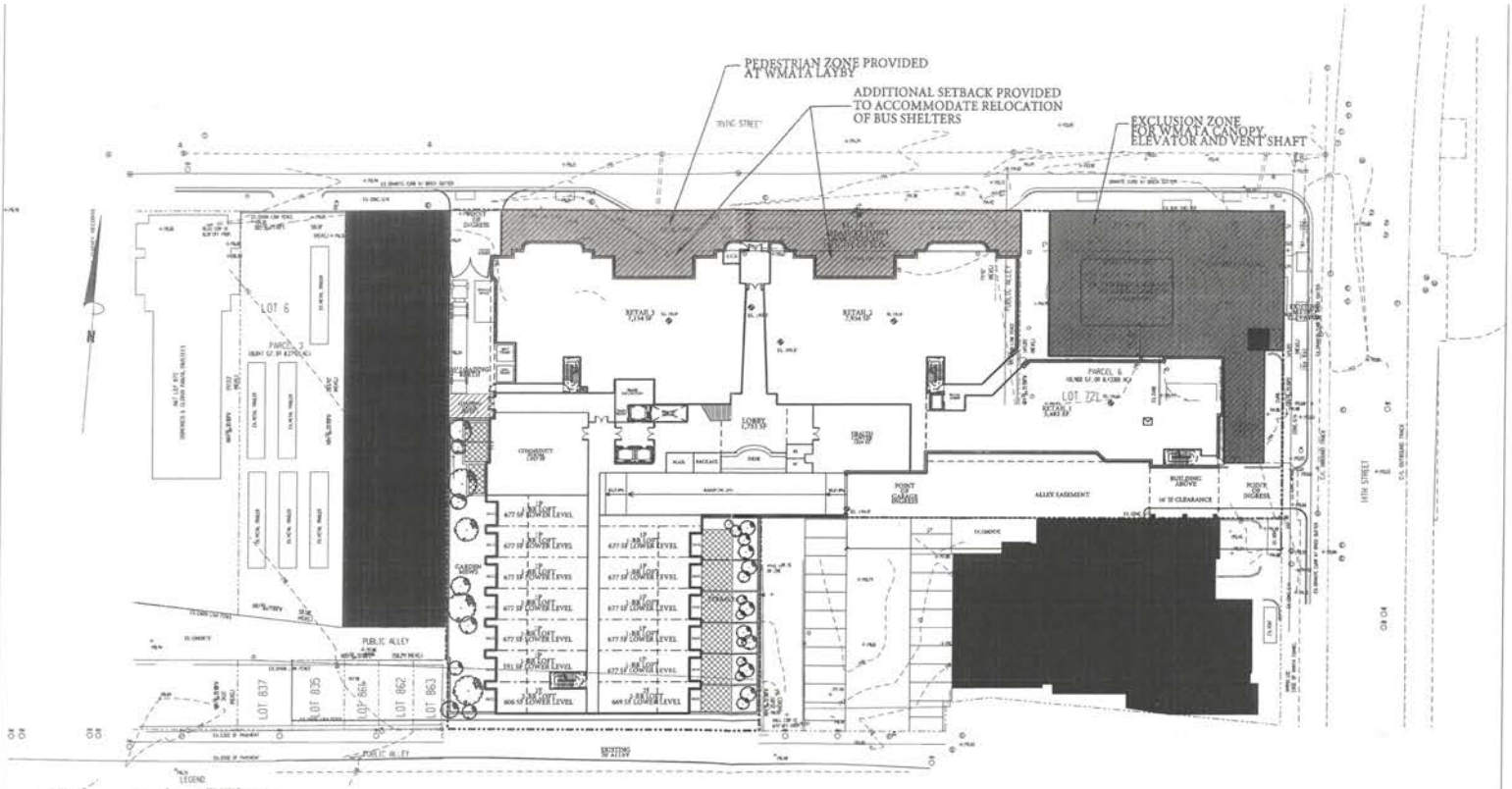
GROUND FLOOR

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DONATELLI & KLEIN/GRAGG & ASSOCIATES
TORTI GALLAS AND PARTNERS•CHK

COLUMBIA HEIGHTS PLAZA

.../ARCH/DGN/Plan/CHPPB01new.dgn 6/16/2003 6:47:36 PM



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DONATELLI & KLEIN/GRAGG & ASSOCIATES
TORTI GALLAS AND PARTNERS • CHK

COLUMBIA HEIGHTS STATION

G

Government of the District of Columbia
Advisory Neighborhood Commission 1A
3511 14th Street, NW, 2nd Floor
WASHINGTON, DC 20010
(202) 588-7278

March 12, 2008

Christopher Donatelli
Columbia Heights Ventures
c/o Donatelli & Klein, Inc.
7200 Wisconsin Avenue, Suite 310
Bethesda. MD 20814

RE: Board of Zoning Adjustment Application
Donatelli & Klein Development in Square 2672
All or Portions of Lots 6, 659, 660, 661, 662, 663, 664, 720, 721, 879, 835, 837, 861, 862, 863, 864, 865, 866 and 876 and the Alley Proposed to be Closed

Dear Mr Donatelli:

This letter is to advise that ANC 1A, at its regularly scheduled public meeting, held March 12, 2008, at which a quorum was present, voted to support the above-referenced application for special exception and variance relief. The relief is requested by RLA Revitalization Corporation and Donatelli & Klein, owner and developer of the property respectively, to permit the development of the property with residential and retail uses.

The Applicant is requesting a variance from Section 770.1 of the Zoning Regulations to permit a building with a height of eighty-five (85) feet. The property is affected by several exceptional situations and conditions which result in the requested variance relief. Due to the set backs needed to accommodate the Metro facilities and the complex foundation issues related to the below-grade Metro facilities, the project cannot accommodate the permitted gross floor area within the permitted height, creating a practical difficulty for the proposed development. Thus, in order to create a viable project, the additional height is necessary. The Commission finds that the variance relief can be granted without substantial detriment to the public good or the District's Zone Plan.

The Applicant is also requesting a special exception pursuant to Section 2514.2 of the Zoning Regulations to extend the C-3-A zoning into the R-5-B zoned portion of

the property. The Commission concludes that the criteria set forth in Section 2514.2(a) through (d) are satisfied. Furthermore, the Commission agrees that the special exception would be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map and would not tend to affect adversely the use of neighboring properties.

In addition, the Applicant requests a special exception pursuant to Section 2108 of the Zoning Regulations to reduce the required parking for the retail portion of the building. The project provides more parking than is required for the project as a whole. However, the Applicant requests a twenty-five percent reduction in the number of parking spaces required for the retail portion because the additional parking is not necessary at this development. The Commission believes that the retail portions of this building will be community-serving retail and, as such, will be accessed primarily by local pedestrian traffic. In addition, the project's adjacency to Metro will significantly reduce the amount of vehicular traffic at the site. The Commission supports this special exception and believes that the project satisfies the requirements of Section 2108.3(a) through (e).

Furthermore, the Commission supports the Applicant's request for a special exception from Sections 770.6(a) and 411.3, which requires the penthouse and mechanical equipment to be placed in one enclosure. The Commission believes that the proposed design of the penthouse in multiple, smaller enclosures minimizes the impact and visibility of the penthouse, is consistent with the intent and purpose of Chapter 400 and the Zoning Regulations, and does not adversely affect the light and air of adjacent buildings. Moreover, the Commission finds that compliance with the setback requirement is impractical because of operating difficulties and that full compliance would unduly restrictive, prohibitively costly, or unreasonable. In addition, the Commission determined that granting the special exception would not materially impair the intent and purpose of Chapter 400 and the Zoning Regulations and that the light and air of adjacent buildings would not be adversely affected.

Finally, to the extent that a variance from Section 773 of the Zoning Regulations relating to the amount of residential recreation space provided is needed, the Commission supports such a variance. The property is affected by several exceptional situations and conditions which result in the requested variance relief. Specifically, due to the utilization of space for Metro facilities on the property, the project may not be able to accommodate the required amount of residential recreation space. The space within the building and on the roof has been maximized while exterior ground floor space is limited due to the location of the Metro facilities. The Commission finds that the variance relief can be granted without substantial detriment to the public good or the District's Zone Plan.

ANC 1A supports the Applicant's requests for special exception and variance relief. The development of this property for residential and retail uses is important to the community and the District as a whole.

Sincerely,

Charles E. Matiella
Chair

Jenna Moheyer
Secretary

H

OUTLINE OF TESTIMONY
OF REPRESENTATIVE FROM DONATELLI & KLEIN

I. Introduction and Description of Donatelli & Klein

II. Background and Description of Project

III. Request for Proposal Process

IV. Community Support

V. Special Exception and Variance Relief

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1. Exceptional Condition or Situation
2. Practical Difficulty
3. No Detriment to Public Good

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1. Deviation from Requirement
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WAS1 #1190922 v1

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Outline of Testimony before the Board of Zoning Adjustment

BZA Application No. 17029
14th and Irving Streets, N.W.

Steven E. Sher
Director of Zoning and Land Use Services
Holland & Knight LLP

July 1, 2003

I. Site location and description

A. Location

1. Southwest corner of 14th and Irving Streets, N.W.

2. Project site consists of all or portions of lots 659, 660, 661, 662, 663, 664, 720, 721, 864, 865, 866, and 876 and the public alley proposed to be closed in Square 2672

3. Site located in the Columbia Heights area

4. Part of RLA Parcel 26 from the 14th Street Urban Renewal Area

B. Size

1. Total site area is approximately 75,779 square feet (including alleys to be closed)

2. Frontage of approximately 150 feet on 14th Street and approximately 400 feet on Irving Street

3. Site is "L" shaped with a greater north-south dimension on the west end by approximately 104 feet

C. Existing site condition

1. Entrance to the Columbia Heights Metrorail Station at the corner of 14th and Irving Streets

2. Other Metro facilities on the site, including the Station elevator, vent and bus shelters

3. Otherwise vacant

II. Description of surrounding area

A. Columbia Heights area

B. Area contains mix of residential and commercial uses and building types, with higher density and height and more intense uses located along 14th Street and lower density and height and less intense uses located on the east-west cross streets

C. Remainder of Square 2672

1. To the south:

a. Medical clinic

b. Carlisle Court apartments

c. Additional four story apartments along Columbia Road

d. Calvary Methodist Episcopal Church

2. To the west:

a. Three and four story apartment buildings along Irving Street, Columbia Road and 15th Street

b. Capital City Public Charter School

c. Latin American Youth Center

D. Uses to the east:

1. 14th Street

2. CVS drug store at the southwest corner of 14th and Irving Streets

3. High-rise and mid-rise apartment houses on the east side of 14th Street between Irving Street and Columbia Road

4. Vacant land (RLA Parcel 15)

E. Uses to the south:

1. Additional high-rise apartment buildings

2. Low rise apartment houses and row structures along Columbia Road and Harvard Streets

3. Tubman Elementary School on the east side of 13th Street between Irving and Kenyon Streets

F. Uses to the west:

1. Abraham Lincoln Middle School

2. National Memorial Baptist Church

3. Other mid to high-rise residential buildings along 15th and 16th Streets

G. Uses to the north:

1. Irving Street

2. Site of Grid USA retail/entertainment development on the west side of 14th Street between Irving Street and Park Road

3. Bell Multicultural High School

III. Existing zoning: C-3-A and R-5-B

A. C-3-A District

1. Uses (§§741 – 744)

a. Commercial use permitted as a matter-of-right, including retail, service and office use

b. Hotel

c. Residential use permitted as carry-over from Special Purpose and Residential Districts

2. Height - maximum of 65 feet (§770.1)

3. Density - maximum of 4.0 FAR, with nonresidential uses limited to 2.5 FAR (§771.2)

4. Lot occupancy – residential uses limited to 75% (§772.1)

5. Rear yard – 2 1/2 inches per foot of height, but not less than 12 feet (§774.1)

6. Side yard - not required (§775.5)

7. Residential recreation space - minimum area equal to 15% of the gross floor area devoted to residential use (§773.3)

8. Parking (§2101.1)

a. For apartment house use: minimum of 1 space for each 2 units

b. For retail use: minimum of 1 space for each 300 square feet in excess of 3,000 square feet

9. Loading (§2201.1):

a. For apartment house with 50 or more units: minimum of 1 fifty-five foot berth and 1 service/delivery loading space

b. For retail more than 20,000 square feet of floor area: minimum of 2 thirty foot berths and 2 service/delivery loading spaces (not separately required because less than ten percent of total floor area)

B. R-5-B District

1. Uses (§§350 – 361): general residential district, permitting single family, two-family and multiple dwellings

2. Height - maximum of 50 feet (§400.1)

3. Minimum lot area and width: none prescribed (§401.3)

4. Floor area ratio - maximum of 1.8 (§402.4)

5. Lot occupancy – maximum of 60 percent (§403.2)

6. Rear yard - minimum depth of 4" per foot of height but not less than 15 feet (§404.1)

7. Side yard - not required (§405.6)

8. Parking (§2101.1): for apartment house use, minimum of 1 space for each 2 units

IV. Proposed development

A. Use:

1. Apartment house of approximately 235 units

2. Ground floor retail uses of approximately 22,060 square feet

B. Gross floor area: approximately 285,756 square feet (3.81 FAR)

C. Height: 7 stories, 85 feet

D. Parking: 262 off-street parking spaces (plus 16 tandem spaces) in three underground garage levels

E. Loading: 1 fifty-five foot berth and 1 service delivery space provided

V. Relief required

A. Variances

1. Height (§7701)

a. Maximum permitted: 65 feet

b. Proposed: 85 feet

c. Variance: 20 feet

2. Residential recreation space (§773)

   a. Minimum required: 38,326 square feet

   b. Proposed: 27,770 square feet

   c. Variance: 10,556 square feet

B. Special exceptions

1. Multiple roof structures, one not meeting the 1:1 setback (§411.11)

2. Boundary line crossing a lot (§2514.2)

3. Reduction in required parking spaces (§2108)

VI. Standards for a variance (§3103.2)

A. Where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property at the time of the original adoption of the regulations, or by reason of exceptional topographical conditions or other extraordinary or exceptional situation or condition of a specific piece of property,

B. the strict application of any regulation adopted under D.C. Code §§5-413 to 4-432 (1981) would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of the property, to authorize, upon an appeal relating to the property, a variance from the strict application so as to relieve the difficulties or hardship;

C. Provided, that the relief can be granted without substantial detriment to the public good and without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the Zoning Regulations and Map.

VII. Compliance with the variance standards

A. Exceptional or extraordinary situation or condition

1. Presence of Metro facilities which cannot be moved, built on, built over or otherwise be rearranged so that development could occur on those areas

2. Unusually shaped site

3. Requirement for high-ceilinged space on the first floor to accommodate retail uses

4. Size of site and configuration of building limit the amount of residential recreation space that can be provided

B. Practical difficulty

1. Limiting building to sixty-five feet would cause the loss of two stories or more than twenty-five percent of the floor area of the building, which is not at the maximum as proposed

2. Design of building has already been adjusted to accommodate Metro facilities

C. No detriment to the public good

1. Height is not out of line with other buildings or zoning in the area (14th Street south of Columbia Road is C-2-B, permitting ninety foot height as a matter-of-right)

2. New residential development is consistent with planning objectives for Columbia Heights

3. Application proposes substantial reduction of commercial development in favor of more residential

4. All available indoor and outdoor space has been devoted to recreation space

5. Are other opportunities in the area, with more to come in the future

VIII. Standards for the roof structure special exception (§411.11)

A. Where impractical because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area

B. that would tend to make full compliance unduly restrictive, prohibitively costly, or unreasonable

C. the Board of Zoning Adjustment shall be empowered to approve the location, design, number and all other aspects of such [roof] structure ...

D. Provided that the intent and purpose of this chapter and this title shall not be materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely.

IX. Compliance with the special exception standards for roof structure

A. Operating difficulties and other conditions

1. Metro cooling tower relocated from the ground level to the roof

2. Width of the roof does not accommodate the size of the cooling tower and required setbacks based on height

3. More then one enclosure is required to accommodate roof top equipment and provide multiple means of egress from the roof

B. Unduly restrictive and unreasonable

1. No other complying location available for cooling tower

2. Extensive screen walls would be required to connect into single enclosure

C. Impact on light and air of other buildings

1. 1:1 setback is met for all structures except the cooling tower

2. Cooling tower is incorporated into an architectural embellishment on the side of the building facing 14th Street

3. Single enclosure would create a greater mass on the roof than proposed

X. Standards for the special exception for boundary line crossing a lot (§2514.2)

A. Regulations applicable to less restrictive portion of the lot (C-3-A) that control use, height and bulk may be extended to more restrictive portion of the lot (R-5-B)

B. Extension limited to 35 feet

C. Extension shall have no adverse effect upon present character or future development of neighborhood

D. Board may impose requirements on design, appearance, screening, location of structures, lighting or other requirements to protect adjacent or nearby property

XI. Compliance with the special exception standards for boundary line crossing a lot

A. Extension is for 25 to 35 feet, but not more than 35 feet

B. R-5-B part of the lot is only 7% of the total

C. Zone boundary line is skewed through the southwestern corner, which would result in a peculiar building form without the extension into the R-5-B

D. The extended building is in the middle of the square, adjacent to other C-3-A property to the east and separated by a twenty foot public alley from other R-5-B property

XII. Standards for the parking reduction special exception (§2108)

A. Nature and location of the structure

B. Maximum number of employees, customers or clients who can reasonably be expected to se the proposed building at one time

C. Amount of traffic congestion that the building can reasonably be expected to create

D. Quantity of existing public, commercial or private parking, other than curb parking, that can reasonably be expected to be available

E. Proximity to and availability of public transportation

XIII. Compliance with the special exception standards for parking reduction

A. Total number of spaces to be provided will exceed the minimum required; distribution between retail and residential favors residential

B. Spaces allocated to retail will be reduced from 64 to 48 (25%)

C. Structure is predominantly residential, with retail primarily pedestrian oriented (±80% of the trips)

D. Fewer parking spaces for retail will not cause congestion or adversely impact street conditions

E. Number of parking spaces on-site are sufficient to serve actual demand

F. Metrorail portal is on the site

XIV. Conclusions

A. Subject property is affected by exceptional conditions, because of the shape of the site and the presence of Metro facilities which limit the buildable footprint of the proposed building

B. Strict application of the Regulations would eliminate two stories, creating substantial reduction in density, which is already below the maximum permitted

C. As much residential recreation space as possible has been provided, without reducing the amount of residential unit space

D. The variances can be granted without substantial detriment to any surrounding properties

E. Multiple roof structures are required to meet building requirements and code requirements for egress from the roof

F. The Metro cooling tower on the 14th Street side of the building is within the limits of the Act of 1910, faces 14th Street and has been incorporated into the overall architectural design of the building

G. Use of the R-5-B portion of the site for apartment is consistent with the use permitted in that zone and is separated by an alley from other lower density and height buildings

H. The application should be granted